EXECUTIVE SUMMARY

FEASIBILITY STUDY ON BORDER SECURITY MODERNIZATION PROJECT

OCTOBER 10, 1999

U.S. Firm: Aerospace Services International, Inc.
Main contact name: Billie Vincent, President
Current phone: 703-709-7200
Fax: 703-709-0841

Project Sponsor: Ministry of Planning
Main contact name: Rima Khalef Hunaid, Minister
Current phone: 962-6-46462751
Fax: 962-2-464-2247

TDA Activity Number: 98-10005A
**NTIS: PB2000-101137**

1.0   INTRODUCTION

The purpose of this project is to assess Jordan's existing security systems and equipment, and the economic feasibility of improvements at three airports and two border crossings in the Hashemite Kingdom of Jordan. An ASI survey team visited each facility studied in this report during the period Friday, September 10th through Wednesday, September 30, 1998. This report is based upon their on-site observations; information gathered from Jordanian officials, other research, as well as the observations of ASI executives that visited Jordan before and after the survey. Specifically, ASI has recommended security modifications and upgrades at Queen Alia International Airport (QAIA), Amman-Marka International Airport (AMIA), Aqaba International Airport (AIA), the Jordan Valley (Sheik Hussein Bridge) Border Crossing and the Jaber Border Crossing. Queen Alia and Amman- Marka airports serve the capital, Amman. Aqaba is located in the south of Jordan at the Gulf of Aqaba and on the border with Israel. The Jaber Border Crossing is north of Amman on the border between Jordan and Syria- the Jordan River Border Crossing is northwest of Amman on the border between Jordan and Israel.

Significant passenger and cargo traffic pass through the airports and border crossings reinforcing the need to identify potential security problems and to provide options for correcting them. Major public and private investments are being made in Jordan to encourage discretionary travel. New hotels are being constructed and tourist attractions are being enhanced.

This project has also assessed the costs of implementing the recommended modifications and upgrades to the equipment and systems and the potential for financing the capital investments required. These capital investments will reassure travelers by providing

a secure and non-intrusive environment, reduce the risk of harm to persons or loss of their property. For commerce, the improved technology will increase contraband detection, reduce delays at national entry points, and simultaneously reduce the costs of operations. Moreover, the increased coverage of imported and exported goods can increase the collection effectiveness of the duties levied on these goods.
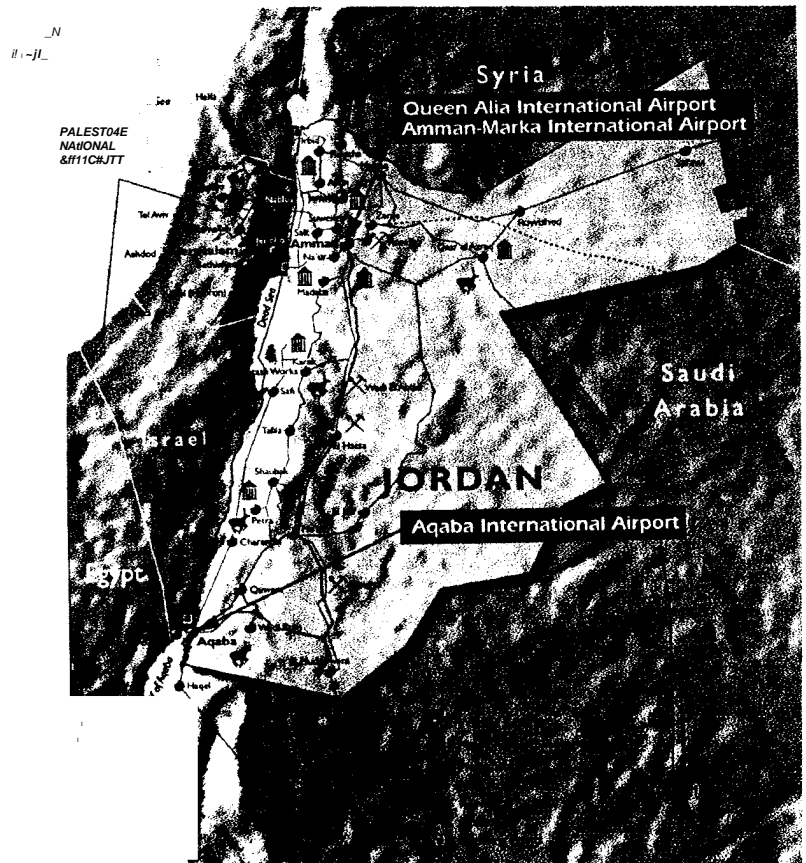
Border Security Modernization Project

1.1   Jordanian Officials Contacted

The ASI team met with senior Jordanian Government officials regarding the Study purpose and conferred frequently to ensure that Jordan's goals were clearly understood. Meetings were held shortly after the team's arrival to establish a mutually satisfactory agenda, at the end of the visit to present and discuss the visit's findings, and frequently during the visit. Officials of the following organizations were contacted for information and guidance.

Ministry of Public Works & Housing

Ministry of Planning (MoP)
Civil Aviation Authority (CAA)
Officials from the Directorate of General Security
Officials from the Jordanian Customs

ASI Team liason and program administration was undertaken by the Civil Aviation Authority on behalf of the Hashemite Kingdom of Jordan. The Advisor to Director General of Civil Aviation was designated to be ASI's principal point of contact with the Jordanian Government. He provided valuable insight and guidance, accompanied the Team to most of the facilities in the study, and coordinated with facility managers and commanders to facilitate the efficient use of the team's in-country time. Later, the Director General of Civil Aviation became closely involved in this process. Furthermore Officials from the Ministry of Planning, specifically the Director of Infrastructure was closely involved and supportive.

The ASI Team obtained data from the Jordanian Ministry and CAA Officials regarding the legislation, regulations, and financing of security measures at the national level. The Ministry of Public Work, Housing and Transport provided facility design information, along with data provided by site officials, that the Team used in preparing the conceptual designs in this report along with data provided by site officials.

1.2   National Border and Aviation Security Policy

Jordan's National Policy is that Border Control is provided by Immigration - a section of the Public Security Department in the Ministry of the Interior, in cooperation with the Ministry of Finance (MoF)'s Customs Department and the General Intelligence Directorate. The Army's Security & Special Protection Unit (SSPU) provides operational command for all government security forces at the international airports.

Royal Jordanian Airlines (RJ), the major national air carrier and exclusive aircraft ground handling agent at Queen Alia International Airport (QAIA), has its own security unit with responsibilities for specific areas within the airports.

The Jordanian Civil Aviation Authority provides funding for some security equipment used at the airport and issues procedural documents. In Accordance with Jordan Civil

Aviation Regulations, the Director General of Civil Aviation Authority issues documents for regulating Jordanian Civil Aviation. These documents include the Aeronautical Information Publication (AIP) for the Kingdom, and, for each Airport, the Airport Operations Manual (AOM) and Airport Emergency Plan (AEP). Airport Directors, who report to the CAA, then develop supporting procedures for personnel reporting to them. The ASI team reviewed samples of these documents and found that many internationally recognized security requirements, conforming to ICAO practice, were covered in these documents including: badge issue and display, escort of personnel and vehicles, aircraft hi-jacking, remote parking, bomb threat evaluation and response, establishment of airport security committees, and other items supporting civil aviation security.

The Army's Security & Special Protection Unit (SSPU) provides much of the security at Jordanian Airports, and the military provides security along the National borders including Border Crossings as well. The Army Security & Special Protection Unit functions include passenger and baggage inspection, guarding of aircraft, airport perimeter surveillance and patrols, Sky Marshals, airport surveillance by plain-clothes officers, and operation of the surveillance system (CCTV at Queen Alia International Airport). Personnel from other organizations (Intelligence, Military Police, Am-man Police, etc.) are attached to the Army Security & Special Protection Unit and report to the SSPU Commander in regard to Airport security operations. The ASI team met with the Army Security & Special Protection Unit Commander and Staff, reviewed their facility, attended proficiency exhibitions, and discussed aviation security measures.

1.3   ICAO National Civil Aviation Security Policy Requirements

As a signatory (Contracting State) to ICAO's Conventions and Protocols, Jordan is obligated to implement ICAO Standards and consider and adopt, when appropriate, ICAO's Recommended Practices.

1.3.1 National Civil Aviation Security Programme (NCASP)

The International Civil Aviation Organization, ICAO requires that each contacting state to the Chicago Convention on International civil aviation develop a National Civil Aviation Security Programme. This Programme becomes the policy document for establishing a sound aviation security infrastructure of a given county. Quoting from ICAO Annex 17, Chapter 3. Organization, 3.1 National Organization' :

"3.1.1 Each Contracting State shall establish a national civil aviation security programme."

' **ICAO Standards and Recommended Practices quoted in this document are presented exactly as they are in Annex 17, i.e., Recommendations are in Italics and Standards are in bold print.**

"3.1.2 Each Contracting State shall ensure that the objective of their national civil security programme shall be to safeguard international civil aviation operations against acts of unlawful interference, through regulations, practices and procedures, which take account of the safety, regularity and efficiency of flights."

Jordan does not have a formal National Civil Aviation Security Programme.

1.3.2 Airport Security Programme(s) (ASP)

ICAO Annex 17 Standard 3.1.8 states, "Each contracting state shall ensure the establishment of an airport security programme, adequate to the needs of international traffic, for each airport serving international civil aviation."

The NCASP serves as the policy guidance for aviation security and therefore includes standards for developing each international airport's Airport Security Programme (ASP). This single source of guidance establishes the organization and coordination means for the many agencies that contribute to security that ensures an effective airport security system and adequately protects the passengers, staff, airlines, the airport facilities, and Jordan's national interests.

Jordan's international airports do not have Airport Security Programmes.

1.3.3 Additional ICAO Requirements

Each Contracting state assumes further responsibilities for the establishment of a national authority for the protection of international civil aviation, for example:

"3.1.3 Each Contracting State shall designate an appropriate authority within its administration to be responsible for the development, implementation and maintenance of the national civil aviation security programme."

"3.1.4 Each Contracting State shall specify to ICAO the appropriate authority designated under 3.1.3."

3.1.6 Each Contracting State shall require the appropriate authority to establish means of coordinating activities between the departments, agencies and other organizations of the State concerned with or responsible for various aspects of the national civil aviation security programme."

3.1.7 Each Contracting State shall require the appropriate authority to define and allocate the tasks for implementation of the national civil aviation security programme as between agencies of the State, airport administrations, operators and others concerned.

The Jordanian Civil Aviation Authority is the most logical organization to be entrusted with these important tasks and functions.